Jones & Stokes

ERRATA

TO: Robert Bauman, City of Hayward

FROM: Rich Walter, Jones & Stokes

CC: Bill Kasson, Jones & Stokes

DATE: November 20, 2007

RE: Errata to the FEIR, Route 238 Corridor Improvement Project

This memorandum provides a clarification to the Final Environmental Impact Report for the Route 238 Corridor Improvement Project. The information provided in this memorandum does not change the conclusions of the EIR regarding significant environmental impacts of the proposed project. As such, CEQA requirements concerning circulation and noticing do not apply.

The FEIR, p. 3-8, text has been revised as shown below to reflect further evaluation of the portion of traffic through the project corridor now and in the future with and without the project.

MR-2—Local Versus Regional Traffic

The City received several comments stating that the DEIR did not adequately address project effects on local traffic and travel times. Additionally, many of these comments expressed concern that the project is designed to address and accommodate regional traffic through Hayward instead of local traffic. Further comments expressed concern about cut-through traffic in several Hayward neighborhoods.

The reduction of regional through traffic is not one of the project objectives (DEIR page 2-1). Please see Master Response 1 for a more thorough discussion of project objectives and alternatives.

People who either live or work in Hayward are the predominant users of Hayward streets, including Foothill and Mission Boulevards. Traffic forecasts for the project and alternatives were not separated into regional (through) traffic and local traffic because the travel demand model forecasts the behavior of both, and because local traffic, i.e. that which originates and/or ends in Hayward, is a very large component of traffic on Foothill and Mission Boulevards.

Because of the concern expressed in some of the public comments, the City reviewed and analyzed the data further with the EIR traffic consultant. The analysis method used is called a "select link analysis." Since the model is a forecasting tool which projects future traffic volumes using land use and jobs data, it actually has to determine a presumed start and end point for every trip. The analysis was run for the AM and PM peak hours for years 2000 and 2025 for a link on Foothill between Mission/Foothill/Jackson and D Street, which would pick up the majority of both east/west and north/south "through" trips. For the No-Project condition, the analysis showed that the regional traffic portion in 2000 was 35-37% and in 2025 was 42-44%. What this indicated is that through-traffic would increase by approximately 7% above the 2000 baseline conditions without the project. With the proposed project, the analysis for 2025 showed that regional traffic would account for 38-42%, or a decline of 2 to 4% in the regional share compared to the 2025 No-Project conditions. The analysis shows that although overall volumes increase, so does the percentage of Hayward trips. The data also indicated that, in general, local trips originating or ending in Hayward will constitute approximately 60% of corridor trips and the other approximately 40% will consist of through traffic.

Congestion on major arterial roadways encourages drivers to take alternative routes, often cutting through residential neighborhoods, to avoid the congestion. By reducing future congestion on Mission and Foothill Boulevards, the proposed project would also reduce the likelihood of regional and local through traffic from cutting through nearby residential neighborhoods.

Existing and future traffic flows in the Prospect Hill neighborhood and Montgomery Street neighborhood were not analyzed for the proposed project and its alternatives because, by reducing future congestion on Mission and Foothill Boulevards, the proposed project is expected to reduce neighborhood shortcutting traffic rather than increase it, compared to the No Project conditions.

Several measures stated on page 8 of DEIR Appendix D, such as making Simon Street and Hotel Avenue one-way streets, have been recommended as part of the proposed project to reduce the potential for eastbound traffic on A Street from cutting through the Prospect Hill neighborhood.

The measures outlined in DEIR Appendix D should be sufficient; however, additional measures, such as speed humps, diverters, and short one-way segments of streets like Sunset Boulevard, can be implemented by the City should the need for them be demonstrated and should they be supported by the residents.